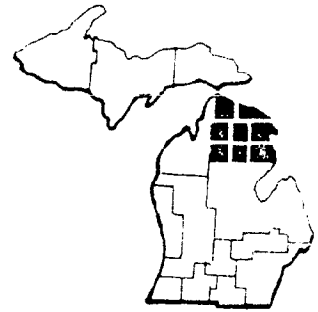


NEMCOG



Northeast Michigan Council  
of Governments

P. O. Box 457  
Gaylord, Michigan 49735  
Phone: (517) 732-3551

COASTAL MANAGEMENT  
PROGRAM

1982 - 1983

YEAR-END REPORT

LRA-512

Task No. 5D-9.1

October, 1983

Northeast Michigan  
Council of Governments

This document was prepared through a grant provided by the Coastal Zone Management Act of 1972, administered by the Office of Coastal Zone Management (OCZM), National Oceanic and Atmospheric Administration (NOAA), U.S. Department of Commerce via the Michigan Department of Natural Resources, Land Resource Programs Division and in part, with funds from the Northeast Michigan Council of Governments.

SERVICE AGENCY FOR LOCAL GOVERNMENTS FOR THE COUNTIES OF:

ALCONA - ALPENA - CHEBOYGAN - CRAWFORD - MONTMORENCY - OSCODA - OTSEGO - PRESQUE ISLE

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Coastal Management  
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P. 1

# NEMCOG



6 October 1983

Coastal Program Unit  
Land Resource Programs Division  
Department of Natural Resources  
Lansing, Michigan 48909

Northeast Michigan Council  
of Governments

P. O. Box 457  
Gaylord, Michigan 49735  
Phone: (517) 732-3551

Dear Sirs:

The Northeast Michigan Council of Governments is pleased to submit its Year-End Report for its activities in Michigan's Coastal Management Program for 1982 - 1983. This report is submitted in accordance with paragraph 6 of our Contract No. LRP-512 with your agency.

This document provides detailed information regarding NEMCOG's activities in the development and implementation of the State's Coastal Management Program as well as the agency's involvement in various coastal issues in Northeast Michigan (Lake Huron) from October 1, 1982 through August 30, 1983.

Once again, NEMCOG is pleased to have been a part of Michigan's Coastal Program during Fiscal Year 1983 and has appreciated your financial support of our regional efforts over the past nine years.

Sincerely,

W. Randolph Frykberg, Ph.D.  
Executive Director

WRF/ncd

SERVICE AGENCY FOR LOCAL GOVERNMENTS FOR THE COUNTIES OF:

ALCONA · ALPENA · CHEBOYGAN · CRAWFORD · MONTMORENCY · OSCODA · OTSEGO · PRESQUE ISLE

## REVIEW OF COASTAL ACTIVITIES

The Northeast Michigan Council of Governments (NEMCOG) continued to provide local technical and grants assistance to the various coastal communities within the region. With the anticipated budget reduction in the Michigan Coastal Program for fiscal year 1983, grants assistance became limited as only two communities expressed interest in preparing and submitting funding requests to the Department of Natural Resources. For Mackinaw City, NEMCOG staff prepared a grant proposal for the low-cost construction of educational and/or interpretive facilities at Wawatam Park, a major municipally owned public access site on the Stratis of Mackinaw near the center of the community's central business district. Proposed improvements included the construction of a group Interpretive kiosk, installation of connecting walkways to provide handicapped access to the facility and miscellaneous landscaping at appropriate locations on the park grounds. A second grant proposal was prepared by NEMCOG staff on behalf of the City of Cheboygan for the construction of an extension of the Cheboygan Marsh Interpretive Boardwalk at Gordon Turner Park, overlooking the Straits of Mackinaw. In addition to completing the wooden walkway some 820 feet to adjoin stable land, the project also proposes to construct a second observation platform to help alleviate crowded conditions at the heavily-used first platform. It is also proposed to install eight additional educational and interpretive signs along the extension to further enhance the visitor's awareness and appreciation of this unique coastal ecosystem. The Cheboygan cattail marsh has been identified as the largest such marsh on the Great Lakes between Saginaw Bay and Chicago.

In addition to the above mentioned grant assistance services, NEMCOG provided limited technical assistance to a couple of local public organizations which were receiving funding assistance from the Michigan Coastal Management Program during the fiscal year. Assistance in preparing narrative to the Cheboygan Riverfront

Development Plan was provided to the City of Cheboygan. Included as part of NEMCOG's involvement was a brief history of development along the community's riverbanks, an inventory of existing land use and land ownership patterns, traffic and corrulation patterns, and gathering of environmental data such as soil classification and capabilities. NEMCOG also served in a liaison role between city officials and the Coastal Program, particularly in transmitting communications between the two contractual parties. Assistance was also rendered to the Alcona County Historical Society for the administration of a low-cost educational and interpretive construction project at the Sturgeon Point Lighthouse, a state-owned facility under the administration of the Parks Division of the Michigan Department of Natural Resources. The property was originally developed and maintained by the U.S. Lighthouse Service and functioned as a life-saving station as well. The U.S. Coast Guard continues to operate an automatic, unmanned light in the tower but has deeded the rest of the property to the State. The DNR negotiated a long-term base agreement with the Alcona County Historical Society to provide local managerial functions and open house for public visitations. The Society has begun an extensive renovation project, primarily in the living quarters of the lighthouse structure and secured funding assistance from the Michigan Coastal Program to help defray cost of the efforts. The project included construction and installation of a bookcase in the "Marine Reading Room", shelving in both the "Fishing" and "Life Saving Service Room", preparation of a photographic display of historic photos, installation of highway informational signs and various outside displays of historic ship artifacts. Specifically, six artifacts were acquired for display at the lighthouse, including an anchor, steam donkey engine, the wooden rudder from the vessel "Marine City" and others.

NEMCOG also performed other activities related to improving local management and/or enhancing the public's appreciation of coastal resources. Efforts were made to secure state acquisition of a very important and highly ecologically

sensitive lakefront parcel of property. A land acquisition proposal was prepared and submitted to the Michigan Land Trust Fund to purchase the El Cajon Bay property, located just north of Alpena on Lake Huron and containing unique geological formations of karst topography and possessing sensitive ecological characteristics as well. Tentative approval for its acquisition was given by the administering board of the Fund but final action is still pending from appropriate state agencies and the Michigan legislature.

Participation in and assistance to local efforts in Alpena County was also had by NEMCOG personnel to pursue development of the Thunder Bay Underwater Preserve concept. Agency staff attended several meetings which culminated in the establishment of a local committee. The committee has been formed as a sub-committee of the Alpena County Parks ~~and~~ Recreation Commission to provide it legitimacy in representing the local community and public concern in general as an extension of a governmental agency established under state statute. The committee serves as a local forum for public opinion and as the recognized liaison on behalf of the community in dealing with appropriate state and federal agencies involved in the Thunder Bay designation. Additionally, the Alpena County Planning Commission continued their efforts to receive designation of the Thunder Bay bottomlands as a National Marine Sanctuary by the National Oceanic and Atmospheric Administration. The site is currently still receiving favorable consideration under this federal program.

Finally, efforts were put forth to assist the Coastal Counties Alliance of Northeast Michigan, a private non-profit organization established for the purpose of improving tourism expenditures in their region with primary emphasis to better promotion and use of coastal resources. Specific tourists related activities addressed by the group included:

- \* Development of Negwegon State Park
- \* Increased fish plantings



7/22/86

## WAWATAM PARK COASTAL INTERPRETIVE PROJECT

### Applicant

Village of Mackinaw City

### Project Location

Nawatam Park, formerly known as Waterworks Park and Boulevard Park #1 (1979 Mackinaw City Design Study), is located on the waterfront of Lake Huron on the east Mackinaw City along Huron Boulevard. Low-cost construction improvements were completed at this site during fiscal years 1979-1980 and 1982 with financial assistance from the Michigan Coastal Management Program.

The park is easily accessible to both the local residents and to the many tourists which visit Mackinaw City every year. Because of its close proximity to the Central Business District and Marina facility which are the two primary tourist activity areas of the town, the park receives extremely heavy use during the summer months. The Village has made a substantial financial commitment to this park over the last three years, some without any state or federal grants assistance. The park is also strongly supported by local residents as evidenced by the turnout at the annual Steak Fry recently completed. The local Lion's Club has ordered two more viewers to be installed at the park because of the use and the view of the Straits area (recently designated as a State Underwater Preserve) which this location offers at a cost of \$280.00 each. Nawatam Park is clearly the most popular locally-owned park in the Village and its heavy use has created the demand for more interpretive facilities as well as measures to alleviate some of the problems related to the public's use of existing interpretive facilities.

### Project Description

The Village of Mackinaw City wishes to offer additional interpretive facilities to park users as well as to implement corrective measures that will substantially alleviate problems associated with the public's use of existing interpretive facilities. As such, the Village proposes to undertake and complete the following coastal educational/interpretive low-cost construction activities for the purpose of increasing the visitor's awareness of and appreciation for the unique coastal environment of the historic Straits of Mackinac.

#### 1. Construction of a Group Interpretive Kiosk

The Village will construct this facility which will be rectangular in shape and extend from the east wall of the existing public facility building toward the waterfront. This kiosk would have a covering so as to provide shade and benches which will provide a restful, scenic view of the Straits, Mackinaw Bridge and Mackinac Island. Additional interpretive displays can be located in close proximity of this facility as well.

#### 2. Installation of Connecting Walkways

So as to provide convenient and handicapped access to this kiosk with other existing facilities, the Village will install a concrete walkway between the

restroom facility and the proposed kiosk and a second walkway to connect the kiosk with the parking lot and extending to the water's edge. At this point, a wooden boardwalk, approximately 250 feet in length, will be completed to provide a safe leisurely walk along the shoreline. This walkway will complete a loop pedestrian system in the park, connecting the significant interpretive facilities currently on the parkgrounds, including the popular Interpretive Station/Observation Platform located in the extreme northeast corner of the park, immediately behind the protected shoreline.

### 3. Landscaping

The Village will install, or retain an acceptable local landscaping firm to install twelve (12) evergreen trees, preferably blue spruce, in proximity to the group interpretive kiosk and connecting public utility structure so as to provide adequate visual screening and contain occasional orders which emanate from the facility.

### 4. Other Activities

The Village would also like to install additional playground equipment in the play area of the park, install permanent wooden benches in appropriate, pre-selected areas along the walkways, and place additional top soil in low-lying areas of the park. The cost of these activities have not been included in the project's budget at this time but are asked to be considered for funding assistance.

### Budget

Group Interpretive Kiosk	\$10,000	
Pedestrian Walkways	8,000	
Wooden Boardwalk	\$5,500	
Landscaping	<u>2,000</u>	
TOTAL EXPENSES		<u>\$20,000</u>
Requested Federal Funds	\$10,000	
Local Match - Cash	5,000	
Local Match - In-Kind Services	<u>5,000</u>	
TOTAL ANTICIPATED REVENUES		<u>\$20,000</u>

### Contact Person

Ron Wallin  
Village of Mackinaw City  
Municipal Building  
102 South Huron Avenue  
Mackinaw City, MI 49701

"Cross Roads of the Great Lakes"



existing  
walkway

wooden  
Boardwalk  
≈ 250 ft.

Group  
Interpretive  
Kiosk

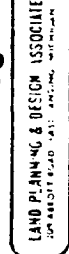
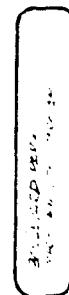
concrete  
walkways

Parking extends

landscaping

WAWATAM PARK

park 1



MACKINAC



7/22/83

## CHEBOYGAN MARSH INTERPRETIVE BOARDWALK EXTENSION

### Applicant

City of Cheboygan

### Project Location

The Cheboygan Marsh boardwalk is located in Gordon Turner Park on the west bank of Cheboygan River at the rivermouth and abutts the shores of Lake Huron on the City's north side. Access to the park and existing boardwalk is via Huron Street, which travels in a northeasterly direction from Mackinaw Avenue (US-23). The boardwalk was constructed in 1981 and is approximately 370 feet in length. At the end of the boardwalk stands an observation platform some 17 feet above the lake level, looking down at cattails which stand 12 to 14 feet high. Several interpretive signs mounted along the boardwalk provide information to the visitor about the environment of a cattail marsh and its inhabitants. The boardwalk is heavily used by tourists and local residents alike during the summer months and offers many views of the Straits of Mackinac, including both the Bridge and Island.

### Project Description

The City of Cheboygan proposes to extend this interpretive boardwalk an additional 820 feet (approximately) in a west-southwesterly direction where it will adjoin stable land, thereby providing a flow through for pedestrian traffic and eliminating the need for visitors to back-trace along the boardwalk. The City would then be in a position to construct a loop trail network on stable land to connect with the present boardwalk entrance in Gordon Turner Park. This project would include the design, manufacture and installation of several more, about eight in number, interpretive signs to be located on the boardwalk to further enhance the visitor's awareness of and appreciation for this unique coastal ecosystem. A second observation platform would be constructed along this extension to provide a second vantage point to view the marsh and straits region and to alleviate crowding at the first platform, a problem currently being created by the heavy use of the boardwalk.

Final construction drawings as to the layout of the extension would be done in consultation and with the advice of the DNR Great Lakes Shorelands Section because of the environmental sensitivity of the cattail marsh and because of the need to secure the appropriate permits. Actual construction of the boardwalk would be similar to the original walkway, using 35 foot pilings for the walk and 50 foot pilings in construction of the observation platform. The pilings would be driven into the marsh bottomland during the winter when ice can support the weight of the pile driver. Pressure treated lumber will be used in construction of the walkway's floors and railings. Driving of the pilings would require an outside contractor but actual construction of the boardwalk would be done with City DPW employees.

Budget

Purchase of pilings and driving	\$50,400	
Framing/construction of boardwalk & materials	44,800	
Eight interpretive signs	<u>2,500</u>	
TOTAL EXPENSES		<u>\$97,700</u>
Requested Federal Funds	\$48,850	
Local Match - In-Kind Services	45,000	
Local Match - Cash	<u>3,850</u>	
TOTAL ANTICIPATED REVENUES		<u>\$97,700</u>

Contact Person

William Chlopan, City Manager/Engineer  
City of Cheboygan  
City Hall  
Cheboygan, MI 49721

# CHEBOYGAN RIVERFRONT DEVELOPMENT PLAN

## PARTIAL NARRATIVE

### INTRODUCTION

DRAFT

#### Purpose

The Cheboygan River is not merely an environmental amenity which drains a large (1,461 square mile) watershed basin, but it is also a very special cultural resource to the community of Cheboygan. It is unique to this city because of its potential to provide diversified opportunities for economic development, public enjoyment and community identity. In fact, Cheboygan has already capitalized upon the riverfront in terms of strengthening its individuality by adopting the "Old Rivertown" theme for the community.

Over the years, the Cheboygan Riverfront has experienced deterioration as a result of old age, underutilization, and lack of public/private investment. Changes in technology and patterns of commerce have altered the appearance and use of the waterfront areas. However, Cheboygan has re-discovered its riverfront within the past several years and has begun to reinvest into this vital resource. The purpose of this Riverfront Development Plan is to guide and assist Cheboygan in planning for the effective reuse of its waterfront sites and to better understand opportunities for and factors which influence waterfront development.

More specifically, the Cheboygan Riverfront Development Plan is designed to fulfill the following goals:

- \* To increase the public's awareness of and appreciation for the Cheboygan Riverfront area
- \* To identify problems and opportunities associated with the future use and management of the City's waterfront
- \* To evaluate the potential and feasibility of new economic development projects along the riverfront
- \* To plan for the improvement of public access sites, parking and visual quality of the riverfront area.

#### Coastal Area

Cheboygan's Coastal Zone Boundary begins along the city's eastern limits at US-23 and extends southeasterly along Mackinaw Avenue until intersecting Todd Street, where it turns to the northeast. The Boundary then follows Front Street to Dresser Street, then Lake Street to Huron Street. After

following Huron Street for a block, the boundary turns toward the river for one block along West Street, then turns to the southwest, traveling along Main Street (Downtown area) for five blocks. At Elm Street, the boundary extends another block off the river to Huron Street again until reaching Taylor Street. At this point, the boundary crosses over the Cheboygan River just behind the Proctor and Gamble plant, over the locks and dam, then following the western bank of the river to Lincoln Avenue. From Lincoln Avenue, the boundary turns north on South Street to begin the other side of the river, then jogs onto East Street for two blocks until intersecting Cleveland Avenue, where it again turns north. The city street takes a slight bend to the northeast and becomes known as Coast Guard Drive. The boundary proceeds along this street in a northeasterly direction all the way to First Street where it turns to the southeast, then to Duncan Avenue. At Eastern Avenue, the boundary turns south and extends to US-23 where it travels west until reaching Cheboygan's western city limits. The Study Area for this Development Plan is located within this defined boundary except near the southern portion of the boundary where the Study Area continues upstream along the western bank to include an additional waterfront site known as the Riverside Drive Condominium Development. The Study Area is depicted on the map on the next page.

#### Location

Cheboygan is located in the extreme northern tip of Michigan's lower peninsula, located on the southern channel of the historic Straits of Mackinac in northern Lake Huron. It is about 272 miles north of Detroit and about 16 miles to the southeast of the Mackinac Bridge. Cheboygan, in terms of population, is the second largest municipality in Northeast Michigan with 5,553 persons residing in the city limits, according to 1980 Census figures. The City is the county-seat for the County of Cheboygan.

#### Historical Perspective of Riverfront

The Indians, primarily the Ottawas, were the first to inhabit the banks of the Cheboygan River. The river offered safe confines from the open waters of Lake Huron while also providing access to other coastal shores as well as inland waters.

The first European to settle along the riverfront of Cheboygan was Jacob Sammons from Chicago in 1844, who constructed a cabin near the present corner of Water and State Streets. Other settlers soon followed, most of them coming from Mackinac Island where a settlement had long been established. Commercial fishing and construction of fish barrels for shipping was the first industry in Cheboygan. This was soon followed by a water lumber mill built during the winter of 1845-46 which could cut between ten to fifteen thousand board feet of lumber per day. This was followed by the construction of a steam saw mill in 1847 at the mouth of the river on the west side. Between the two mills, over one million feet of lumber was cut annually, most of which was shipped to Chicago. More lumber mills were built along the Cheboygan River and nearby Duncan Bay, with six saw mills accounting for over 35 million board feet annually in 1872.

Navigation up the Cheboygan River to Mullet and Burt Lakes provided water transportation across the northern end of the lower peninsula to Little Traverse Bay. Other natural advantages such as direct access to the Straits of Mackinac from a safe harbor and abundant forest lands made Cheboygan a prime location for industry and commerce during the early development of northern Michigan and its eastern shore. The construction of a railroad connected the populated areas to the south with the iron and copper mines of Lake Superior. The Cheboygan River, of course, was a major factor in this development and its natural harbor conditions were improved by a deepening of the channel to accommodate all sized vessels.

Its strategic location on the Great Lakes was further supported with the decision of the Coast Guard to locate the home port of the U.S.C.G. cutter "Mackinac" at the mouth of the Cheboygan River. The River played an important role in the development of the City of Cheboygan and has continued to be a vital resource to the community over the years.

The Riverfront area has been transformed over time beginning with the construction of industrial uses such as lumber mills. With the decreased importance of water transportation, however, the riverbanks area was somewhat abandoned as buildings were left to decay and be demolished. Land uses not requiring waterfront locations replaced these original structures while those water-based industries which remain are considered unsightly by today's standards.

Not to be entirely forgotten, the community of Cheboygan has rediscovered its riverfront and the value of this resource in its efforts to redevelop its banks. A commitment on the part of the municipality to foster the most appropriate use and management of this valuable amenity is a necessary beginning to a comprehensive redevelopment effort for the Cheboygan Riverfront area.

## COASTAL AREA PROFILE

### Inventory and Analysis of Riverfront

For the purposes of this study, it is appropriate to identify three separate study areas and analyze each in terms of land use and zoning, natural and physical features, and problems and opportunities. To accomplish this, the riverfront was divided into the rivermouth area, extending from the open waters upstream to the State Street Bridge, the Downtown area which covers both banks from the bridge to Locust Street and, thirdly, the Upper River area, including the locks and dam extending to the upper limits of the study area.

### Overview of Physical Conditions

Generally, the riverfront area in Cheboygan has been undergoing a very gradual transformation from industrial to commercial and recreational uses. While there still exist several strong industrial activities along the riverfront, there have been a number of parcels redeveloped for commercial/recreation to indicate this trend, however slow. The soils in the area are predominately poorly drained and are far from ideal to support development. None the less, considerable fill has been placed along the river banks since the community's earliest development and this same area provided numerous industrial locations, particularly during the lumber era of the late 1800's. Additionally, with the advent of community water and sewer facilities, the most severe limitations of the soil characteristics have been overcome. Proper filling and foundation preparation will alleviate most of the remaining developmental limitations.

The threat of flooding does not appear to be a major factor to the community and although much of the riverfront study area has been identified on the Flood Hazard Boundary Map of Cheboygan as prepared by the Federal Insurance Administration of the U.S. Department of Housing and Urban Development, a detailed flood insurance study has not been conducted to determine the degree of flood hazard within these identified hazard areas. There also exist "Environmental Areas" as designated by the Michigan Department of Natural Resources under provisions of the Shorelands Protection and Management Act of 1972 (P.A. 245) within Cheboygan, primarily fronting the open waters



of Lake Huron. A portion of these designated "environmental areas" are ~~located~~ within the study area, that being near the mouth of the Cheboygan River to both the east and west. These areas are currently protected from development under state statute and local ordinance. The City of Cheboygan has built a marsh boardwalk, with financial assistance from the Michigan Coastal Management Program, to advance the public's awareness of these sensitive coastal environments.

The riverfront area is adequately served by the existing local street network and there are two bridges which cross the river. The State Street drawbridge is located along the U.S. 23 Highway corridor and provides direct access to the downtown business district from the east. It also allows for larger watercraft and sailboats to gain access to marinas, the locks and inland waterways upstream and Lake Huron downstream. The Lincoln Avenue bridge was constructed in 1979.

Average daily traffic counts for 1981 as reported by the Bureau of Transportation Planning of the Michigan Department of Transportation indicate a considerable amount of vehicular activity in and around the area of the bridge crossing. This activity reflects the obvious importance of these two bridges and their affect on traffic patterns in the community.

TABLE \_\_\_\_

1981 AVERAGE DAILY TRAFFIC COUNTS - CHEBOYGAN

<u>Station Location</u>	<u>Vehicles Per Day</u>
100 feet east of M-27 (Main St.) and US-23 (State St.) intersection	9,500
Joint US-23/M-27 block (Main St.) in downtown area	7,300
US-23, 300 feet west of Fulton St.	5,900
M-27 (Main St.), 100 feet north of Lincoln Ave.	11,600

These figures indicate heavy traffic over and in the immediate vicinity of these two bridges.

There appears to be adequate public access to the riverfront within the community, but there is an apparent lack of improved facilities at these state and local access sites.

Rail services are available at two riverfront locations, at Dorocher Dock and Dredge Company near the mouth and Charmin Paper Company further upstream near the dam and lock. Both locations are situated on the west bank and are served by the Detroit and Mackinac Railway Company. The community is also served by an existing general aviation airport which provides a basic level of air service and is located west of the downtown and riverfront study area.

#### Analysis of Rivermouth Area

This area is bounded by the State Street drawbridge to the south and extends to the breakwater at the mouth of the Cheboygan River. The area also extends landward to the limits of the study area, Coast Guard Drive to the east and Huron Street to the west. It includes the Gordon Turner Park, Cheboygan Cattail Marsh, Dorocher Dock and Dredge, and the home port of the U.S. Coast Guard Cutter "Mackinaw".

An identification of the present users of the riverfront can provide information as to how this area is currently serving the needs of the community in terms of both recreation and commerce, which can help locate deficiencies in existing facilities. A close examination of this study area reveals a variety of mixed land uses which appear to be incompatible at first observation. Beginning at the northwestern end of the rivermouth, there is Gordon Turner Park, a local community park with a swimming beach, playground equipment and picnic area. Two outdoor soccer fields were recently constructed by the City along the west edge of Huron Street. Beginning at the edge of this park and extending out into a large Great Lakes cattail marsh, some 370 feet, is the Cheboygan Marsh Boardwalk. At the terminus of this wooden walkway is an elevated observation platform which affords the visitor an excellent view of the Straits of Mackinaw, several lighthouses, Bois Blanc Island and, on a clear day, the Mackinac Bridge, some 15 miles to the northwest. The park itself does not lie along the river, but is located to the west and fronts the open water of Lake Huron on the Straits of Mackinac. Immediately on the west bank, at the rivermouth, is a privately owned, \_\_\_\_ acre parcel of land which is currently vacant. A U.S. Army Corps of Engineers constructed breakwater extends northeasterly from this parcel about 775 feet into the lake, providing protection to the channel at the mouth for navigation.

The County of Cheboygan owns the adjacent, upstream parcel which is currently vacant with an unimproved access road on gravel and limestone chip residue and stone piles along the water's edge. However, the County is in the process of securing funds to develop a recreational boating marina. An area approximately 400 feet by 400 feet will be dredged to form an eight foot deep marina basin and the banks will be protected with riprap. There are two floating main piers with 38 finger piers proposed for mooring slips. Adjacent to this proposed marina is an existing boat launch facility owned by the City of Cheboygan. Upstream from this facility, the next parcel of land, approximately \_\_\_\_\_ acres in size is privately owned and presently used for industrial purposes as a work and storage yard by a marine construction company. This parcel is served by a railroad spur and the business occasionally uses this service.

Extending further upstream in a southwesterly direction, there are a couple of other industrial uses, including an oil company with gasoline and home fuel storage tanks. This area is currently zoned Water Front Marina by the City and its current use is considered non-conforming. The final block of this study sub-area before reaching State Street and the existing drawbridge is comprised primarily of the Cheboygan Light Station maintained by the U.S. Coast Guard. A couple of small commercial establishments are also located in this block along the riverfront.

A small bait and tackle shop with parking at the river's edge is located on the east bank at the drawbridge. The property to the northeast along the river, downstream from the fishing supply store is presently vacant and deteriorated until reaching the Shell Oil storage tank facility. The rivermouth area along the east bank is entirely owned by the U.S. Coast Guard and maintained as the home port for the U.S.C.G. Cutter "Mackinaw". There is also a 21 foot deep, 400 foot wide turning basin immediately upstream from the mooring dock of this vessel which was constructed by the Coast Guard for navigational purposes.

The entire riverfront of this study area is classified by the Michigan Department of Transportation as a Great Lakes port because of its commercial activity with other inter-lake and St. Lawrence River ports, its ability to accommodate lake vessels with a draft of at least 18 feet, and because there

are at least two users. The river's channel is 21 feet deep from the outer end of the west breakwater pier to the turning basin and 18.5 feet deep from this point upstream to State Street drawbridge.

Soil characteristics vary somewhat along the riverfront area, ranging from a mixed organic and mineral soil which is ponded most of the year in the immediate rivermouth area on both the east and west banks, to a loamy soil transported in and used as fill material to make land and elevate low-lying shoreline areas. Some natural soils are also found which are classified as a Rudyard silty loam and are somewhat poorly drained consisting of clay material. This soil has limited capability for building development because of wetness and tendency to shrink and swell. It also has little strength to support local roads and streets.

Surface drainage flows to the river except at the rivermouth on the east and west sides where the organic soils form lacustrine wetlands abutting Lake Huron waters.

LIST OF MEETINGS ATTENDED BY NEMCOG

October 4-5, 1982 Meeting of the Michigan Shorelands Advisory Council in Alpena with tour of site inspections in Mackinaw City, Cheboygan, Rogers City and various points of interest in Alpena vicinity to have first hand look at numerous low-cost construction projects funded by the Coastal Management Program. NEMCOG staff gave presentation on past involvement in the program, including local technical and grants assistance and special studies such as the Rockport Management Study.

November 3, Alpena - Meeting of the Alpena County Planning Commission to discuss progress of the National Marine Sanctuary designation/nomination process for the Thunder Bay Underwater Preserve bottomlands.

November 11, Mackinaw City - Meeting with Ron Wallin, Mayor of Village to discuss completion of coastal land use study and possible projects for future funding.

December 14, Lansing - Met with Mike Kessler and Dave Warner of Michigan Coastal Management Program to review status of state approval of the Cheboygan County Zoning Ordinance which included provisions from set back required in DNR designated "High Risk Erosion Areas" under authority of the Michigan Shorelands Protection and Management Act. A portion of the ordinance was developed with funds from a grant by the Michigan Coastal Management Program in fiscal year 1982.

December 15, Harrisville - Meeting of the Alcona County Economic Development Corporation to discuss follow-up activities and distribution of the Alcona County Great Lakes Sports Fishing Facilities Study, including contact with various state and federal agencies with coastal land management responsibilities in the county.

December 17, Cheboygan - Met with Cheboygan City Manager to discuss framework of the Riverfront Development Plan and reviewed various proposed land development alternatives already under consideration.

December 21, Cheboygan - Meeting of the Cheboygan County Planning Commission where status of state approval of the new county zoning ordinance, including the various management tools for guiding development in the coastal zone.

1983

January 28, Northeast Michigan - Traveled with Mike Kessler of Michigan Coastal Management Program to visit with local officials receiving grants. Met with Chairman of the Presque Isle Township Planning Commission to review and discuss work tasks for low-cost educational and interpretive construction activities, including trail development, at the Presque Isle Township Lighthouse Park property. Then met with Cheboygan City Manager to discuss format and project requirements for the Cheboygan Riverfront Development Plan.

February 10, Alpena - Met with DNR personnel from Coastal Programs Unit and Shorelands Section along with state retained private consultant to discuss pending litigation opposing DNR designation of property on Partridge Point as an "Environmental Area" under authority of

of the Michigan Shorelands Protection and Management Act. Performed site inspection of the affected property to view and discuss the sensitive environmental qualities associated with the site.

- February 14, Mackinaw City - Attended joint meeting of the Mackinaw City Village Council and Village Planning Commission to discuss future development plans for the community, particularly its waterfront area and the role of each body in the planning of this development.
- March 1, Cheboygan - Attended public hearing on the Cheboygan Riverfront Development Plan conducted by the City Planning Commission where City Manager highlighted proposed developments along the riverbanks and welcomed public comments and/or suggestions.
- April 27 Cheboygan - Meet with Cheboygan City Manager to go over progress on the Riverfront Development Plan and performed site inspections of several developments occurring within the study area of the plan.
- May 3, Cheboygan - Attended second public hearing of Cheboygan City Planning Commission where proposed plan for the riverfront area was again reviewed and discussed and public comments encouraged.
- May 11, Mackinaw City - Met with Village Mayor to inspect progress of several ~~coastal~~ parks in the community and discuss possible funding for further low-cost construction for additional interpretive facilities.
- May 11, Alpena - Attended meeting of the Coastal Counties Alliance where discussion was held on improving and promoting coastal attractions along Lake Huron in Northeast Michigan.
- May 24, Gaylord - Met with new Michigan Sea Grant agent for Northeast Michigan and provided considerable background information on past coastal management and planning activities.
- June 21, Alpena - Attended meeting sponsored by DNR Shorelands Section to discuss designation of certain coastline in Alpena County as "High Risk Erosion Areas" under the Michigan Shorelands Protection and Management Act and to offer department's assistance to governmental units in the preparation and adoption of local zoning regulations to implement state developed set back requirements in designated areas.
- June 28, Alpena - Attended special meeting sponsored by the MSU Cooperative Extension Service office in Alpena where a professor from the Parks and Recreation Resources Department at Michigan State University, East Lansing was the featured speaker to discuss local initiative in promoting and developing the Thunder Bay Underwater Preserve concept for the Alpena community. The final recommendation, which came from the meeting was to establish a subcommittee of the Alpena County Parks and Recreation Commission to serve as a local representative organization for Alpena.
- July 18, Alcona County - Met with project director of the Sturgeon Point Lighthouse renovation project for the Alcona County Historical

Society to review progress made to date and assist the organization in preparing administrative and financial reports required under a Coastal Program grant agreement and submit information to the DNR.

August 11,

Alpena - Attended meeting of the Alpena County Parks and Recreation Commission to discuss the establishment of a Thunder Bay Underwater Preserve sub-committee to their agency as a liaison organization to represent the interests of the Alpena community in dealing with various state and federal agencies having management and/or regulatory authority in this particular coastal resource.

# State begins procedures for Straits underwater preserve

By LINDA A. NORLOCK  
Tribune Staff Writer

**MACKINAW CITY—** The state's Natural Resources Commission has officially begun the process intended to recognize a good portion of the Straits of Mackinac as a Great Lakes bottomlands preserve.

A public hearing in Mackinaw City last night drew more than 20 participants, some from as far as Detroit and Grand Rapids. The proposal to designate the Straits as a preserve would prohibit any person from recovering abandoned property from the bottomlands in this area.

The preserve is established by Act No. 184 of the Public Acts of 1980. "The law as it stands right now...actually says that the department shall establish these preserves, and we're trying to follow that mandate," said Mo Nielson, chairman of the state's Underwater Salvage Committee and a Department of Natural Resources official.

The act provides an administrative rules process to designate as much as 5 percent of Michigan-owned bottomlands as underwater preserves. If the Straits area is approved as a preserve, 28 percent of that total allowed by law will have been designated as a preserve.

Those who attended the meeting agreed that the preserve status would boost tourism to the Straits area. "We could draw more people from out of state," said Robert Heilman.

Bill Dykman, a Southfield resident who is president of the Council of Michigan Skin Divers, said many divers do not travel to the Straits area because so little is known about wrecks located on the bottomlands. He indicated that only one of 10 divers from the metropolitan Detroit area have taken dives in the Straits, mainly because they have little knowledge of some 20 wrecks located beneath the water.

Dykman said the skin diving council will publish and handle the distribution of brochures for the area if the Straits is designated as an underwater preserve. The council would pay for the pamphlets and distribute them throughout Midwest dive shops he said.

About 16 of the 21 present endorsed the proposal to designate the Straits as a preserve. Most local residents, however, expressed concern that there are inadequate local facilities to treat those divers who develop the bends—a disorder caused by too rapid return from the high pressure in deep water to the pressure at the surface. Treatment requires a recompression chamber, the nearest of which is located in Alpena, 79 miles away.

Cheboygan diver Richard Charboneau said, "One of the local hospitals ought to start work now to get a chamber and people who know how to run it...You're creating an area of diving and tourists, and you're going to have accidents."

Charboneau asked Nielson what kind of funding might be available for the chamber to be placed at an area hospital.

now," Nielson replied.

One man in the audience took exception with Charboneau's request.

"Why is the state always expected to foot the bill?" he asked. "Every time you take a buck out of the state, you put five back in. It's up to the people to get involved. Why does the state always have to foot the bill for what private people want?"

Another man, who said he's developed the bends four times, indicated a chamber was just the start in formulating a successful rescue operation. As a deep sea diver, he said "62 percent of the fatality rate on an oil rig is just not being able to get them to the chamber."

Alpena, which itself is attracting the tourist trade to the Thunder Bay Preserve there, gained its recompression chamber from privately-raised funds, Dykman said. Advertising campaigns will begin to draw divers into the area for the summer of 1984. Dykman also said Alpena is moving forward to establish its preserve as an underwater park.

A park differs from a preserve in its organization. A preserve basically has none. The park, however, is organized much like an on-land state park, with personnel to supervise and police the area.

Even that abandoned property which is not located in a preserve may not be removed from the bottomlands, according to Act 184 without receipt of a permit issued jointly by the DNR and the secretary of state.

The act, however, has been declared unconstitutional by 53rd Circuit Court Judge Robert C. Livo in Cheboygan and is currently going through the state appeals process. Probate Judge Richard E. Meden, acting in the 89th District Court in Alpena, also declared the law unconstitutional. That decision was reversed by the circuit court in Alpena.

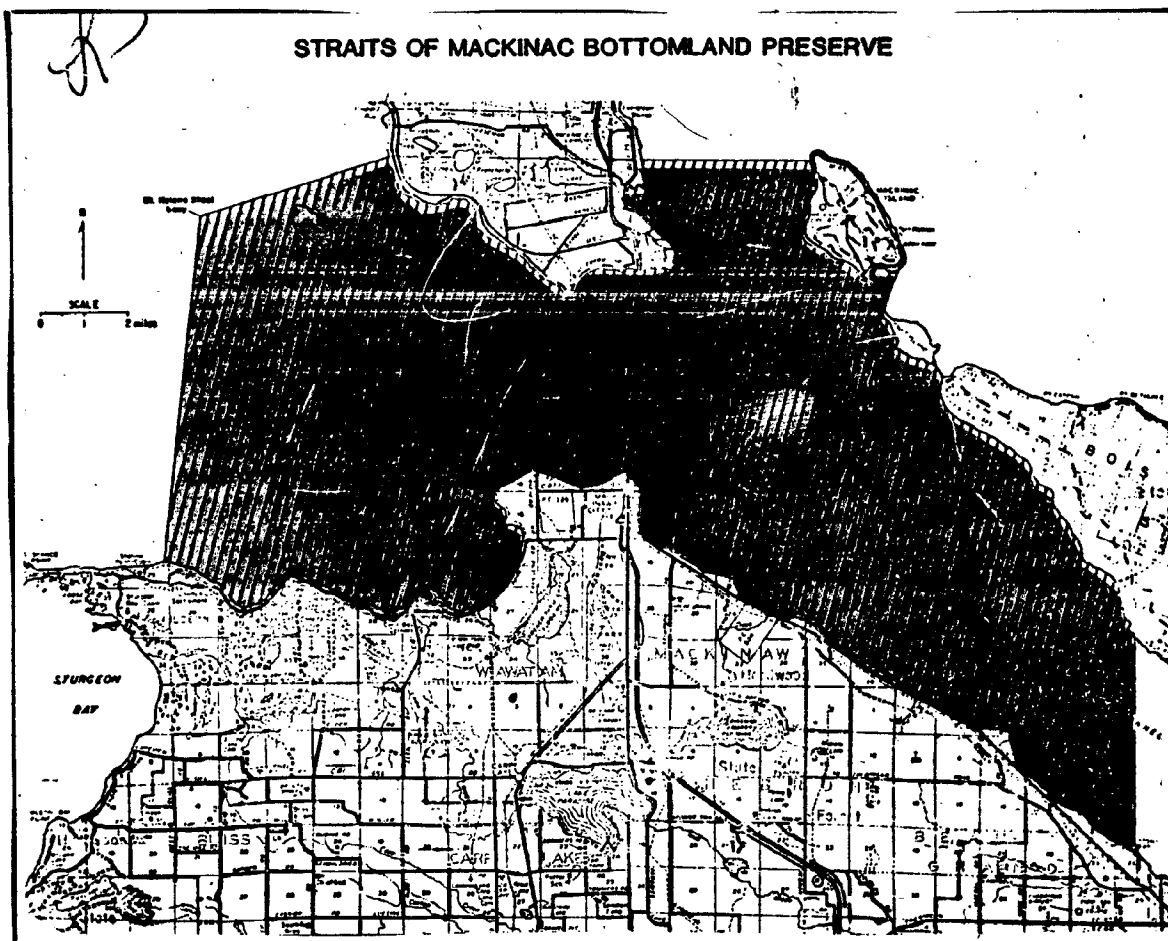
Livo announced his decision after a jury found Mark A. Massey, an Alpena salvage diver, guilty of receiving and concealing artifacts stolen from the Great Lakes. Massey had been charged with the theft of an anchor believed taken from the schooner the Richard Winslow which sank in the Straits in 1896. The area is located in the area which would be west of the preserve.

Dr. Charles Feltner, an at large member of the Underwater Salvage Committee and engineer for Ford Motor Co. in Dearborn, engineered the project and set the boundaries for the preserve. A diver for six years, Feltner said there are 20 wrecks in the area, one of which, the Sandusky, is uncharted. Feltner found the wreck of the Sandusky, but has not disclosed its location.

Nielson said the process will include reviewing comments made at Tuesday's hearing, as well as any written comments received by May 6. The NRC will then become involved in the process of designating the Straits as a preserve area, which ultimately ends with the governor and the secretary of state.

Those who wish to comment on the underwater preserve may write to the DNR, Department of Land Natural Resources, P.O. Box 30028, Lansing, Mich.





# Reveal plans for massive fish plantings

A massive fish-planting program of brown and lake trout, steelhead, Chinook salmon and tiger muskellunge is set this spring in Alpena, Alcona and Presque Isle counties.

Stephen Swan, Department of Natural Resources district fisheries biologist at Gaylord, has announced the planting of 285,000 yearlings in various waters of Alpena County and 240,000 yearlings and fingerlings in Presque Isle County, while Alcona County is to get 450,000 yearlings and fingerlings. The DNR is planning the planting of an additional 500,000 newly hatched Chinook salmon at Rogers City, the proposed site to be Swan River. Another 44,550 yearlings and fingerlings are set for planting in Montmorency County's inland waters.

In Alpena County, Swan says, the DNR plans the planting of 25,000 brown trout at Rockport; 70,000 lake trout off Middle Island; 100,000 brown trout in Thunder Bay; 70,000 lake trout off Scare Crow Island; and 20,000 steelhead in Thunder Bay River.

In Presque Isle County, the DNR has targeted 1,000 rainbow trout yearlings for Ferdelman Lake; 15,000 tiger muskellunge fall fingerlings for Grand

Lake; 25,000 brown trout fall fingerlings, 70,000 lake trout yearlings, and 10,000 rainbow trout yearlings for Lake Huron at Rogers City; 70,000 lake trout yearlings for Lake Huron at Hammond Bay; 10,000 steelhead yearlings for the Oqueoc River; 3,000 rainbow trout yearlings for Shoopac Lake; and 1,000 brown trout yearlings for Trout Creek Pond.

Another 500,000 newly-hatched Chinook salmon may be planted around May 1 at Rogers City, and northern pike, raised in pike marshes operated by area lake associations, will be released in Presque Isle County's Grand Lake, Alpena County's Beaver Lake, and Long Lake, which lies in both counties.

In Alcona County, the DNR is projecting the planting of 300,000 young Chinook salmon and 10,000 rainbows in the Harrisville Mill Pond, and 70,000 lake trout each for Lake Huron at Greenbush, Sturgeon Point and Black River Island.

The Montmorency County plants include 9,300 yearling rainbow trout and 7,500 splake at Lake Avalon; 6,500 yearling rainbow trout at Clear Lake; 3,000 yearling brown trout at Lake 15; 1,500

northern pike fingerlings at Gaylanta Lake; 250 tiger muskellunge fingerlings at Little Wolfe Lake; 10,000 rainbow trout yearlings at Long Lake; 4,000 brown trout yearlings at McCormick Lake; 1,500 yearling brook trout and 1,000 yearling rainbows at Sage Lake.

The fish plantings in most cases are just part of an on-going program, Swan says, but the stocking of brown trout in Lake Huron is being significantly increased.

"We've been in a state of flux with our plants," Swan says. "The brown trout plant is the most controversial. About 5 years ago we made big plants that significantly improved the fishing, but we couldn't maintain them. Now we're back to a level we're comfortable with and that should establish a good brown trout fishery in Thunder Bay."

The survival rate of any planting of yearlings is about 50 percent, Swan says, "but that's a rough figure." Size of the fish at maturity depends on the species, the smaller ones at 20 lbs. and the larger, 50 lbs. Record-holders in the state, Swan says, are a 31-lb. brown, a 26-lb. steelhead, a 46-lb. Chinook, a 53-lb. muskie and (this one set a very long

time ago) a 53-lb. lake.

Swan says the statewide planting is in operation right now and will continue until the end of May. The time to plant is largely determined by water temperature — the fish have to go in during the spring when water temperatures are down. With salmon, Swan says, instincts are the determining factor. The fish have to be planted before they get the urge to migrate.

The decision on which fish go where is made by DNR biologists who study the habitat in each body of water. "Thunder Bay is shallow and rocky and great for brown trout. The deeper water is better for lake trout. For tiger muskies, we looked at the lake to see if it could handle another predator fish," Swan says.

Swan, who says studies of Thunder Bay and the Thunder Bay River indicate the habitat is good for walleye, is working with the Thunder Bay Watershed Council, the Seven-Mile Impoundment Association, and Steelheaders Association to establish walleye rearing ponds in the river. "We've got the site located, the thing is designed and approved but we don't have the money yet," Swan says. "These are tough times."

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# Historic status sought for Cheboygan's crib light

By LINDA NORLOCK  
Tribune Staff Writer

**CHEBOYGAN**—While the U.S. Coast Guard would like to remove the Cheboygan River crib light from its location in the Straits of Mackinac, Cheboygan Mayor Ellis N. Olson has filed the necessary application to have the dummy light considered as a historic site.

Instead of destroying the 99-year-old marker, some members of Cheboygan's City Council have suggested that the Coast Guard build a rock "island" around three sides of the crib light to halt additional damage by wind and ice pressure in the straits. The Coast Guard owns the crib light, which may be the only remaining free standing crib light in the upper Great Lakes region.

Captain D.H. Freeborn, chief of the Aids to Navigation branch of the U.S. Coast Guard, informed the council by letter that the Coast Guard wants to remove the light. Freeborn said he was certain the ice forces on the substructure of the light would destroy it.

The Coast Guard has suggested alternate plans for navigational marking which Olson said are good. He believes, however, there is still a need for the crib light to mark the entry to the Cheboygan River harbor and to indicate where the narrow shipping channel is located. The harbor marks the entry to the 40-mile inland waterway to Conway, a water route frequented by boaters.

Larger ships with sophisticated radar systems have no need for the marker, Olson said, but small pleasure boat owners use the light to guide them. "We've had craft on the beach out here that have missed the channel," he said. The boats have drifted into the beach area at Gordon Turner Park. The Coast Guard has no record of these beached boats, Olson said, because they are often removed with wreckers, placed upon trailers and then launched again, in safe waters.

If the city is successful in having the light named as a state or federal historic landmark, Olson said no federal money may be used to remove it.

"We feel it has historic value to our community," City Manager William E. Chlopan said, "and at a time that we're asking everyone to come forward to renovate our Old Rivertown, destroying a landmark like the crib light would be a long step backwards in that effort."

Local residents met here with Freeborn in February, at which time the captain said the structure will continue to list and could be destroyed, with debris coming to rest in the shipping channel. He said the foundation is in an "advanced state of decay and failure."

Olson disagrees. "That's been listing since I was a kid," he said. Olson also believes the structure is far enough away from the shipping channel—about 2,500 feet—that a possible collapse would not hinder shipping in or out of Cheboygan.

Councilman James Muschell, a local engineer, does not believe the base of the criblight has deteriorated. Muschell speculates that the crib is a bottomless container, placed under water and filled with rocks. He said a concrete cap was probably then poured on the crib, and the light structure built on top of that. Muschell said the structure does not deteriorate under water.

Olson said the crib foundation is made of reinforced concrete and brick, and is under 10 feet of water.

When ice and wind pushed against the crib light causing it to lean, Muschell said some of the rocks fell out of the bottom of its crib. Because of that, Muschell doubts that the crib light could be straightened.

Instead, Muschell proposes that a rock "island" be placed around the crib light on three sides, leaving the fourth side in the direction which the light lists without the rock barrier.

This process, building a rock rip-rap protective barrier, would alleviate the pressure placed on the crib light by winter's expanding ice formations. Rocks are sloped around the structure, with smaller rocks and filter material underneath, topped with cover stones, each weighing from the three to five tons. When ice forms and pushes towards the light, the slope will force the ice to bend as it freezes. Those points where the ice bends are weaker, and the ice will crack there.

already leaning light.

The Coast Guard's alternatives to the crib light include placing a lighted tower at the end of the fisherman's walkway which would direct boats to the mouth of the river.

They've also suggested placing a lighted and sounded buoy to guide boats into the harbor. Olson said high winds and storms can easily move these buoys, which are as large as an automobile and two-thirds submerged.

Although Freeborn believes it would cost \$300,000 to repair the crib light, Chlopan, Muschell and Olson estimate it would cost \$75,000 for the rock rip-rap procedure, nearly equal to the cost of demolishing the structure.

Muschell has also been involved in a similar project in which the Round Island Light House was restored by the Mackinaw Island Historical Society. Muschell's firm—United Design Associates, Inc.—engineered the plans to place rock rip-rap around the island.

Unlike the Round Island Light House, the crib light has never been manned 24 hours a day, hence the nickname of dummy light. Before the light was electrified, Olson said the harbor master traveled once daily to light the kerosene lantern which lit the beacon and to clean the lenses. In times of heavy fog, however, Olson said it was not

unusual for a person to stay at the crib light for several days at a time, making sure the lantern remained lighted.

According to Freeborn's letter, the crib's superstructure will be examined early this spring and its condition will be compared to other data the Coast Guard has collected. Once that has been done, he said a final decision on the crib light's fate will be made.

"I'd like to see some proof that it's moved," said Chlopan. "I don't think they're talking about anything in the immediate future."

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## ***New Sea Grant agent for area***

Jon Paul Peterson of East Lansing has been appointed the Michigan State University Cooperative Extension Service Sea Grant agent for northeast Michigan, effective March 14.

Peterson received a bachelor's degree in environmental science in 1977 and a master's degree in resource development in 1982 from MSU.

Peterson was an aide for the Michigan Department of

Natural Resources during 1979-80 and a graduate assistant in the Department of Resource Development at MSU during 1980-81.

He will work closely with county Extension staff members and residents in the Lake Huron coastal counties of Bay, Arenac, Iosco, Alcona, Alpena, Presque Isle and Cheboygan to plan and conduct educational programs. Peterson will be based in Iosco

He will have the primary responsibility for developing management programs for people interested in coastal resources, especially sports and commercial fishing, charter boat and marina management, water quality for tourism and recreational boating.

The Michigan Sea Grant College Program is a joint effort between the University of Michigan and MSU.

## Straits Bottomland Preserve

# Museum for underwater buffs

By LANI WIEGAND  
LANSING (UPI) — There won't be any evidence of buccaneers or gold doubloons, but lovers of Michigan's nautical history can soon take a tour of the state's third underwater "museum."

The state Natural Resources Commission is expected this week to endorse the Straits of Mackinac Great Lakes Bottomland Preserve, a 148 square mile underwater park encompassing the area linking lakes Michigan and Huron.

Divers from across the country are already making the trip to see the 18th and 20th century wrecks mired on the lake bottom.

"There already has been a great deal of interest," said Mogens Neilsen of the state Department of Natural Resources' lands division, estimating 20 to 25 shipwrecks lie at the bottom of the straits.

"There have been lots of ships that went down (in the straits). It's a narrow area (and dangerous) if it got fogbound and ships were

determined to continue navigating." Famous wrecks in the area lying between Mackinaw City and St. Ignace include the Eberward, an 1888 propeller vessel which sunk west of the Mackinac Bridge after hitting an ice floe in 1909.

"This gives official recognition to those parts that are unique with a relatively large number of diveable wrecks," Neilsen said.

The newest of the ill-fated vessels docked for the final time up to 200 feet below the rough surface of the five-mile wide straits is the ship Cedarville. Built in 1927, the Cedarville sunk in 1965 after colliding with a Norwegian vessel.

Michigan's shipwrecks are generally not caches of valuable jewels or other precious materials.

"They're carrying everything from corn to lumber to iron," Neilsen said.

The Straits of Mackinac preserve will join the 288-square mile Thunder Bay Great Lakes Bottomland Preserve near Alpena and

the 113-square mile Alger Great Lakes Bottomland Preserve in Lake Superior.

The three sites are the results of a 1980 law intended to protect submerged artifacts from unauthorized scavengers, a problem which has intensified with the growing valued of antique items from sunken ships.

And although the law was written before the state's heavy involvement with travel promotion, the availability of the underwater preserves and their growing popularity among divers may be capitalized upon.

The law was intended to give the state more control over diving expeditions. It is generally illegal to remove items from the wrecks, which technically belong to the state.

Neilsen said historical and scientific expeditions are sometimes given special permission to remove artifacts.

Neilsen said the effectiveness of the law has not yet been proven,

particularly since the DNR has few conservation offices available to monitor diving.

Diving is generally self-policed by the charter boat operators working out of Cheboygan, Mackinaw City and St. Ignace. The removal of small items, such as coins, watches and ship hardware can easily be concealed, however, and other artifacts like lanterns are not difficult to take, Neilsen said.

So far, two people have been convicted of illegal scavenging. Those cases are now before the Michigan Court of Appeals.

Officially, the new straits preserve stretches on the south from Stony Point in Lake Huron to near Station Point Cabin in Lake Michigan. The northern perimeter runs from St. Helena Shoal Buoy near to Gros Cap in Lake Michigan and include the western shoreline of Mackinac Island, Round Island and Bois Blanc Isle in Lake Huron.

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## **Name sea grant agent for northern region**

Jon Paul Peterson, of East Lansing, has been appointed the Michigan State University (MSU) Cooperative Extension Service Sea Grant agent for Northeast Michigan.

Peterson will work closely with county extension staff members and residents in the Lake Huron coastal counties of Cheboygan, Bay, Arenac, Iosco, Alcona, Alpena and Presque Isle to plan and conduct educational programs. Peterson will be based in Iosco County.

He will have the primary responsibility for developing management programs for people interested in coastal resources, especially sport and commercial fishing, charter boat and marina management, water quality for tourism and recreational boating.

The Michigan Sea Grant College Program is a joint effort between the University of Michigan and MSU. The Marine Advisory Service of the Michigan Sea Grant College Program is part of the MSU Cooperative Extension Service.

Peterson received a bachelor's degree in environmental science in 1977 and a master's degree in resource development in 1982 from MSU.

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## Study feasibility of building hotel-restaurant at lakeshore

By PAUL RABITEAU

The Development Concern, consultants to Alpena's Downtown Development Group, won't be asking the city council for an exclusive lease option on municipal waterfront property while they study the feasibility of building a hotel-restaurant near Lake Huron.

They scrapped that plan after two hours of discussion Tuesday afternoon with a dozen representatives of city businessmen, fishermen, divers, and city and county government.

Instead, the developers and community spokesmen agreed to work together to raise the \$10,000 seed money needed to obtain a \$50,000 federal match for the study.

Developers Judson Allen and Nancy Hendee explained that they wanted the lease option as insurance in the event that they would have to put up the \$10,000 themselves to get the federal match.

The proposed 50-room hotel and restaurant, if it's ever built, would be the cornerstone of commercial development in the vicinity of the small boat harbor, according to plans presented by developers.

It's one of many options the planners are pursuing in their effort to attract boaters, fishermen, and other tourists — and their money — to the downtown area by exploiting the natural attractions of Thunder Bay and improving the facilities at the harbor.

None of the other interests represented at Tuesday's informal strategy session — called by Allen to identify community interests and coordinate activities aimed at raising money for harbor improvements — objected to the idea.

Interested parties who spoke enthusiastically about Allen's proposal included Commissioner A.B. Crow of the

State Waterways Commission, Robert Munroe of the Downtown Development Group, Darrell Miller of the Thunder Bay Steelheaders, and John Porter of the County Planning Commission.

Representatives of the city, while remaining supportive of any effort to revitalize the central business district, expressed some concern over the practicality of locating the proposed complex near the small boat harbor.

Mayor William Gilmet particularly opposed granting the lease option, but said he would support a move to have the city put up some of the \$10,000 local match for the feasibility study.

The mayor called the waterfront "incidental to downtown."

"They (the hotel and other planned improvements) won't hurt business downtown but I can't believe they'll save it," he said.

Gilmet and city councilman James Rau expressed doubt that the city property around the small boat harbor was big enough to provide parking for increased traffic that would follow the proposed hotel construction and addition of more docking spaces and launch ramps.

In other related developments at the same meeting:

— Crow outlined plans for extending the breakwater at the harbor mouth to provide shelter for more docking, and suggested locating a maritime museum near the harbor.

— Porter reported on the progress of the movement to have Thunder Bay declared a National Marine Sanctuary, and informed the group of a recent study of the shoreline in Alpena County.

— Miller estimated that it would take docking for 200 more boats and six more launching ramps to accommodate the volume of fishing activity the harbor could draw.

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